
MAUMEE VALLEY AND PIONEERS;

A PAPER READ BY

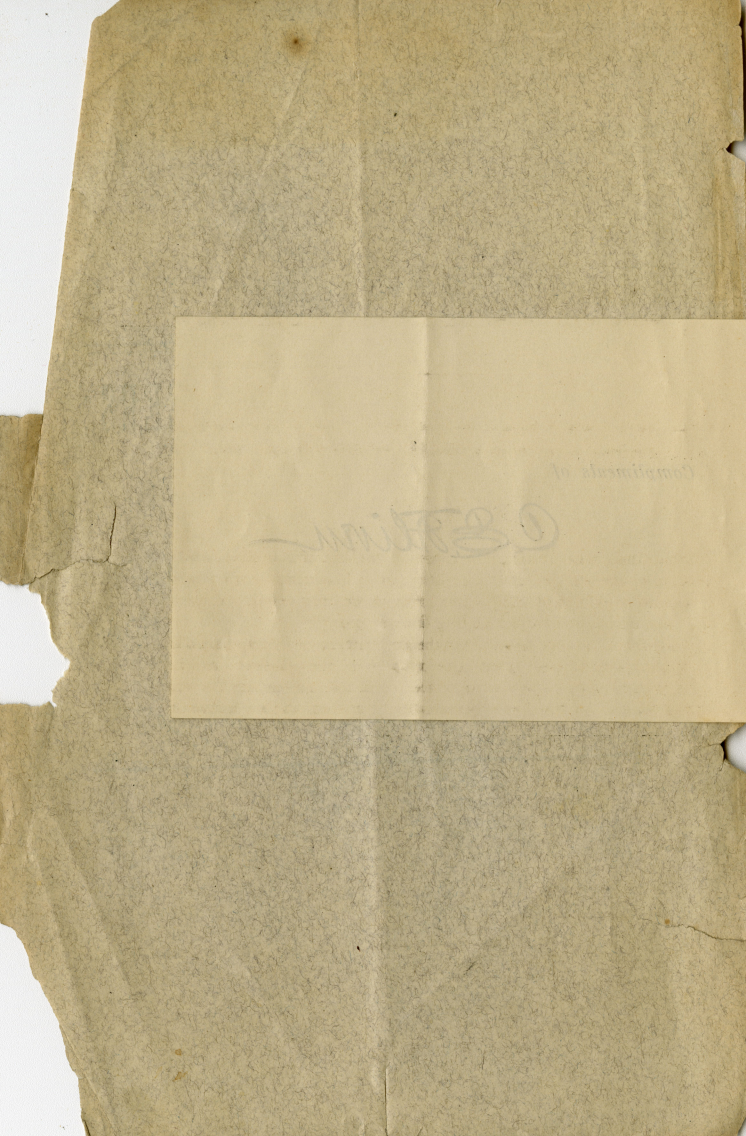
CHARLES E. BLIVEN,

AT THE ANNUAL MEETING OF THE

MAUMEE VALLEY PIONEER ASSOCIATION,

HELD AT

Perrysburg, Ohio, (Fort Meigs) September 10th, 1880.



Local
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MAUMEE VALLEY AND PIONEERS

Compliments of

C. E. Allen

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And what place more appropriate for such a meeting, than that which was named in honor of the gallant Perry, who gained that victory; and who sent to the equally gallant and brave Harrison, then on almost this very spot, the pithy and ever memorable despatch, "We have met the enemy, and they are ours."

The Valley of the Maumee is, in many respects, remarkable, but in none more than the river from which it takes its name. Formed as it is by the union of two rivers, converging and uniting upon the highest spot, in a plateau of level country, and of greatest area, as well as highest elevation, of any between the ocean and the Mississippi river, it flows in an entirely opposite direction from the course of these two



MAUMEE VALLEY AND PIONEERS.

A Paper read by Charles E. Bliven at the Annual Meeting of the Maumee Valley Pioneer Association, held at Perrysburg, Ohio, (Fort Meigs) September 10th 1880.

What time more fitting for those in the autumn of life, than the autumn of the year, in which to meet and tell in song or story of the trials and hardships of early years; and, as we thus relate the tale of the past, enjoy the satisfaction of a life well spent?

And what day more sacred than the anniversary of a victory snatched from the jaws of defeat, and gloriously won; the influence of which gave to our country the control of the lakes, and opened up the valley of the Mi-a-mi of the Lake Erie, to the pioneers; whose memory and deeds, we hold in grateful remembrance at each annual meeting?

And what place more appropriate for such a meeting, than that which was named in honor of the gallant Perry, who gained that victory; and who sent to the equally gallant and brave Harrison, then on almost this very spot, the pithy and ever memorable despatch, "We have met the enemy, and they are ours."

The Valley of the Maumee is, in many respects, remarkable, but in none more than the river from which it takes its name. Formed as it is by the union of two rivers, converging and uniting upon the highest spot, in a plateau of level country, and of greatest area, as well as highest elevation, of any between the ocean and the Mississippi river, it flows in an entirely opposite direction from the course of these two

streams, past their head waters in an unusually straight line to the lake from which, in part, its name was taken. Its uniformly high banks, from source to mouth, is a feature probably without parallel among the rivers of America; and, from a geological standpoint, is doubtless evidence of its comparatively recent formation.

Some are of the opinion that Lake Erie, at one time, extended westward as far as the source of the Maumee, and possibly further; citing as evidence the existence of various "moraines" yet plainly visible in that vicinity.

Others are of the opinion that a large and independent, but shallow body of water, once existed near the now head of the river, the overflow of which originally went southward through the Wabash to the Gulf; but that the oscillating motion of the earth, in time, caused an overflow of the eastern bank, turning the water in a northeasterly direction, until it reached Lake Erie, cutting a gorge in its course, thus forming what is now known as the Maumee; and cite as evidence the fact, that the islands in the west end of Lake Erie were once connected together as an entirety, if not a part of the main land. Their singular formation, as shown on the map, indicates that they would almost interlace each other if brought together. Also, that the lake west of the islands is comparatively shallow; while the course of the Detroit river and possibly the Sandusky, is very sharply defined by a greater depth of water for some distance below the islands.

"The frequent occurrence of marshes on the broad water shed between the Ohio river and Lake Erie, is a feature of northwestern Ohio. There seems no doubt but that they were once *shallow lakes*. "The occurrence of shell marl below the peaty surface, and of sand deposit about their margins, indicates that they were once agitated "by little waves which broke upon a sandy beach. The glacial "'moraines' on the north, south, and west, are yet distinctly visible."

In support of the theory of such a change in the course of a great body of water, may be cited the fact, that the waters which now flow northward into Hudson's bay, are believed to have once flowed southward through the Missouri and Mississippi to the Gulf of Mexico, and thus filled the channel between their bluffs, and made a great river, literally the "father of waters," now in comparison a mere rivulet.

Another curious feature, if this theory be true, is that Swan creek, so called, is older than the Maumee; and that instead of joining it at Toledo as now, it flowed directly into the lake below Manhattan, and not unlikely, was the original *Ottawa-sepe* of the Indians.

Any one familiar with the high bluffs as they once existed, even at a

late date, at the present mouth of Swan creek, or who will trace the topography of the country through which the creek now flows, will have but little doubt, from the appearance of the original banks, that the formation of the Maumee cut off a bend of the so-called creek, and changed it from a river of considerable size, to the mere creek as it now exists.

From earliest tradition and recorded history, this valley appears to have been the great central route from the lakes to the Mississippi, and with the exception of a short "portage" or carrying place, was a continuous water route, and navigable for canoes the entire distance.

This portage was at the head of the Maumee and was about nine miles across. It is stated that it was once owned or controlled by an Indian woman; and that all goods transferred across it paid tribute to this female Vanderbilt of her day.

It was ceded to the government by the treaty with the Indians made at Greenville by General Wayne, and was one of the most strongly contested points in that treaty. Little Turtle's plea for its retention by his tribe, and his recital of the tradition as to its ownership and occupancy by his forefathers, from time out of mind, was a rare specimen of descriptive oratory, and made public many interesting points relative to Indian history.

The valley of the Miami of the Lakes was doubtless, at a very early date, an attractive section, not only to the aborigines, but also to the white pioneers of the New World—in the person of the Canadian trapper, searching for furs, in exchange for his valueless trinkets; as well as the zealous missionary in the garb of a Jesuit priest, who sought not only to extend the influence of his chosen church, but, patriotically, to extend the domain of his government. Thus the trinket and the cross were simultaneously presented to the wondering savage; that his greed of gain might be satisfied on the one hand, and his religious superstition cultivated on the other. Hence we find traces of white people having been in this valley very shortly after the occupation of the continent by the Europeans. It is almost beyond dispute that articles for trade brought over by a French fleet in 1527, were found among the Indians of this valley by the first known whites who visited it.

There is abundant tradition that the early traders or voyagers came into this river in the latter part of the sixteenth century. From documentary evidence at hand, it is more than probable that Champlain, the first governor of New France, now Canada, in one of his

voyages around the south shore of Lake Erie, among other rivers entered the Maumee, and came up to the foot of the rapids, in the early part of the seventeenth century, to-wit: in the year 1611-12, (N. Y. col. doc. vol. ix p. 378). The date is somewhat indefinite, but we find that "prior to 1676 LaSalle, with thirty Frenchmen, made the tour of Lake Erie, and took possession of the *circumjacent* lands, in order to renew the entry into possession of Sieur de Champlain in 1611-12. (N. Y. doc. vol. xi-382.) And it is quite beyond dispute that LaSalle *came down the river* in 1669 or '70, prior to his voyage of discovery around the Lakes and down the Mississippi.

"As early as 1633 a good many Frenchmen settled among the Hurons. Ten years later the King sent thirty soldiers thither, who remained until the destruction of the Hurons by the Iroquois, and afterward a much more considerable number, who spread themselves throughout those vast countries. In 1648 the King sent a company of thirty men, for the purpose of escorting the Hurons and other tribes, and to accompany the missionaries who were no longer able to continue their missions without aid." (N. Y. col. doc. vol. ix-383). We know the Hurons joined the Miami confederacy in this valley very soon after their defeat by the Iroquois.

It may not be out of place to quote from official records, that LaSalle was appointed by the governor of New France "to penetrate further than had ever been done, to the southwest and south." In pursuance of which, from a map yet in existence, he appears to have gone by the way of western New York and Pennsylvania to the head waters of the Ohio; down that river to the falls, now Louisville; thence to the mouth of the "*Ouabach*," then up that stream to the "carrying place" on the "La Rivire Du Portage;" thence by this Portage to Kekionga, (Fort Wayne); thence down the river "De-la-Roche" (Maumee), until it debouches into Lake Erie."

"The said LaSalle having employed canoes, as he had already done for several years in the river *Oyo*, *Ouabach*, and others in the surrounding neighborhood." (N. Y. col. doc. ix p. 382-3.)

In a letter to the Governor General of Canada, dated October, 1682, he says: "Because I can no longer go to the Illinois,"—a tribe of western Indians—"but by the lakes, Huron and Illinois." (now Michigan), "the other ways I have discovered by the head of Lake Erie, becoming dangerous by frequent encounters with the Iroquois."

If more evidence be required, we might quote from the same source, viz.: "From the lake (Erie) to the Mississippi they have three different routes. The shortest, by water, is up the river *Mi-a-mis* or *Oua-*

mis, on the southwest of Lake Erie, on which river they sail about one hundred and fifty leagues without interruption, when they find themselves stopped by another landing of about three leagues, which they call a 'carrying place' because they are *generally* obliged to carry their canoes over land in those places to the next river, where they next embark in a very shallow one, called *La Riviere Du Portage*, thence they row about forty leagues to the river "*Ouabach*," and from thence about one hundred and twenty leagues to the river *Ohio*, into which the *Ouabach* falls, as the river *Ohio* does about eighty leagues lower down, into the Mississippi, which continues its course for about one hundred and fifty leagues to the Bay of Mexico. (N. Y. col. doc. vol. v 620-22.

"That this route was travelled over much earlier than is usually claimed, is at least strongly suggested, says a recent writer, (hist. Allen Co., Ind., p. 16), by a map published in 1657, and drawn, no doubt, two or three years before by *M De Sanson*, Royal Geographer to the King of France, and designed to accurately represent the relative situation of New France, with its numerous lakes, rivers and mountains to the best advantage. By this map, a copy of which has been published, Lake Erie is located with considerable accuracy, "with a river flowing into it from the west" for a distance clearly representing the present course of the Maumee from Fort Wayne to the Lake."

Before the settlement of this valley by the whites, it figures in both Indian tradition and history as being neutral ground.

"Their villages were places of refuge," says one writer, "where savage warriors slept in peace in the midst of fiercest wars."

The great councils of the Miami Confederacy, which took its name from the tribe, and which was the asylum of the Eries from the southern shore of Lake Erie, and of the Hurons, afterward Wyandots, from the eastern shore of Lake Huron, after their almost annihilation by the Iroquois—were held here, at which the most famous Indians of their time—Nicholas, the *Huron*, in 1747; Pontiac, the *Ottawa*, in 1763; Blue Jacket, *Shawnee*, in 1790; Cornstalk and Black Hoof, *Shawnee*, in 1795; Little Turtle, the *Miami*, in 1795; Waubunsee and Metea, *Pottowatomies*; Tecumseh, and his brother the Prophet, in 1812; Brandt, with many others from far and near, "debated and planned for the destruction of the whites north and west of the Ohio."

During the Revolution, and the succeeding Indian wars, prior to Wayne's victory, many captives taken by the Indians in Western Virginia, Pennsylvania, Ohio, and Kentucky, were brought here to run the gauntlet, suffer death, or be adopted into some tribe (as was the

case of numerous white children), and some of whom, like Girty, Kenton, Boone, Heckwelder, and scores of others, figure creditably or otherwise, in the history of the northwest territory.

We have alluded to the early visitation of the whites to this valley, and many may think the data does not warrant the belief; but it is a matter of history, that the French fished on the banks of New Foundland, and bought furs on this continent in 1527. That some of their trinkets were found among western Indians nearly a century later. That their close alliance with the Iroquois, naturally induced them to follow the tribe on its predatory or warlike excursions against western tribes. That the Jesuit missions established in 1611, grew so rapidly, that in ten years, over five hundred convents existed in New France. That in 1611-12, Champlain visited the head waters of Lake Erie and Huron. That in 1636, fur traders and missionaries were induced by the successor of Champlain, to "penetrate far into the country of the natives," pursuant to which, "borders of the lakes were visited, the larger streams flowing into them were explored, and stockades, or forts were built." Hence it is not at all strange that this valley was among the very earliest, that was brought under the influence of their trading and missionary zeal.

WARS.—It appears to be a fact, that in the Valley of the Mi-a-mi of the Lakes, a greater number of battles have been fought—and with greater results—certainly there have been a greater number of battles fought for its possession—than in any similar extent of territory in the Union; and we may add, parenthetically, that the valley has also, as it appears, furnished to the country a greater number of prominent public men, than any like section within this government.

In the numerous Indian wars, the war between the French and Indians, the French and the English, the English and the Indians, the United States and Great Britain, and the United States and the Indians, many severe battles were fought in this valley and its western extension. Many others were fought in this immediate vicinity, the direct result of which opened up to civilization an area of a million square miles of territory, now teeming with an active and energetic people, nearly twenty millions in number:

The Iroquois made war upon the Miamis—and also upon the Illinois—and claimed to have conquered all the northwest country.

1669-70—French fort built at Swan Creek.

1680—Battle between Iroquois and Miamis, and Illinois, near Kekionga.

1686-87—Frequent conflicts between Iroquois and Miamis, resulting in the Albany conference in 1687.

1697—French forts built at Kekionga and foot of Rapids.

1747—Conspiracy of Nicholas, a Huron chief.

1748—King George's war.

1748—Occupation of Kekionga by Ensign Debuision.

1755-61—French and English war.

1761—English fort rebuilt at Miami.

1763—Conspiracy of Pontiac, an Ottawa chief.

1763—Capture of Fort Holmes.

1780—Attempt to capture Kekionga by LeBaum; defeated and entire command massacred.

1790—Harmar's campaign; capture of Indian village, and defeat, near Kekionga.

1794—Capture by Wayne, of Indian towns on the Auglaize.

1794—Defeat of Indians by Wayne, at "Fallen Timbers."

1812-1815—Siege of Fort Wayne; two sieges of Ft. Meigs; Dudley's defeat near Ft. Miami; battle of River Raisin; defence of Ft. Stephenson and Perry's victory, were all fought on or within 30 miles of the river.

TREATIES.—Of the treaties, relating to this Valley, we find that the dispute between the French and English, relative to the northwest territory, resulted in a war, and the title was finally settled in favor of England by the treaty of Paris, in 1782; and was at once transferred to the United States, by treaty the same year, which title was, in part, confirmed by a treaty with several tribes of Indians, at Fort Stanwix, in 1784. This treaty with the so-called Six Nations, which ignored any right in the Mi-a-mi confederacy, resulted in the wars of 1790-94, and which were settled by treaty with them at Greenville, in 1795. Prior to this, however, to-wit 1793, an attempt at a treaty was made by Benjamin Lincoln, Beverly Randolph and Timothy Pickering, all names familiar in Revolutionary history, as Commissioners, on behalf of the Government; which failed, because they declined to accede to the Indian demand, to make the Ohio the boundary line. The treaty at Greenville, made by Wayne, left this valley in possession of the Indians.

Other treaties with the Indians relative to this valley were made at Fort McIntosh, near the mouth of the Beaver River, Penn., in 1785, viz: "The boundary line between the United States and Wyandotte and Delaware Nations shall begin at the mouth of the River Cuyahoga, and run thence up said river to the portage between that

river and the Tuscarawas branch of the Muskingum, thence down said branch to the forks at the crossing place above Fort Laurens, thence westerly to the portage of the Big Miami which runs into the Ohio, at the mouth of which branch the fort stood, which was taken by the French in 1752, thence along said portage to the Great Miami, or Omie River, and down the southeast side of the same to its mouth, thence along the south shore of Lake Erie to the mouth of the Cuyahoga River, where it began;" and at Fort Laurens, on the Tuscarawas River; also, at Fort Harmar, near the mouth of the Muskingum River, in January, 1789; and also at same place at a later date, and at Fort Industry in 1805, Detroit in 1807, Brownstown, Mich., in 1808, and at the foot of the Rapids in 1817.

In a treaty made in 1817 by Lewis Cass and Duncan McArthur, the latter once a Governor of Ohio, as Commissioners for the United States, each of the tribes of the confederacy were allowed certain reservations, all of which have since been bought by the Government and the Indian title finally extinguished.

An original *verbatim* copy of the following proclamation of Governor Harrison has just been placed in the State Library at Columbus:

"William Henry Harrison, Governor of the Indiana Territory, to the Chiefs and head warriors of the Delaware, Miami, Wea, Eel River, Kickapoo, Pottowatamie and Winebago Tribes of Indians, residing in said Territory:

"MY CHILDREN:

"Your Great Father, the President of the eighteen fires, wishes you to assemble at the place called Piqua, on the Big Miami, about the next New Moon, (the first August.) You will there meet some of your Father's confidential Chiefs, who will come immediately from him to explain his wishes to you and to Consult with you upon the means of Reconciling those Differences which have unfortunately arisen between his people and some of your Tribes.

"My Children: Do not fail to attend to this invitation. Your Father's chiefs will meet you with the earnest desire of wiping the tears from your eyes, and putting you in a situation once more to be happy."

WILLIAM HENRY HARRISON.

TERRITORY.—The entire Northwestern Territory for some years had but three county organizations.

The first county was called Washington, and was created by proclamation of General St. Clair, then Governor, July 27, 1780; and

embraced that portion of now Ohio, lying east of the Cuyahoga and Sciota rivers.

The second county was called Hamilton, and was also created by proclamation of General St. Clair, and embraced that part of now Ohio, lying between the Little and Big Miami rivers. The country between the Sciota and Little Miami, was owned by the State of Virginia, and were long known as the Virginia Military Lands.

Wayne county, with which we are most interested, was the third county. It was created by proclamation of General Wavne, August 15, 1796—over eighty-four years ago—and was embraced in the extensive boundaries as follows: "Beginning at the mouth of the Cuyahoga river; thence with said river to the portage, between it and the Tuscarawas branch of the Muskingum; thence down said branch to the forks at the crossing place above Fort Laurens; thence by a west line to the east boundary of Hamilton county, which is a due north line from the lower Shawnee town upon the Sciota river; thence by a line northwesterly, to the south part of the portage between the Miami of Ohio and the St. Mary's river; thence by a line to the southwestern part of the portage between the Wabash and the Miami of Lake Erie, where Fort Wayne now stands; thence by a line west northerly to the south part of Lake Michigan; thence along the western shore of the same to the northwest part thereof, *including lands upon the streams emptying into said lake*; thence by a due north line to the territorial boundary in Lake Superior, and with said boundary through lakes Huron, St. Clair, and Erie, to the mouth of the Cayahoga river, the place of beginning." These limits were so extensive as to embrace what is now parts of Ohio, Indiana, Illinois, Wisconsin and all of Michigan.

In 1800, by act of Congress, the territory was divided and "all that part of the territory northwest of the Ohio river, which lies west to a line beginning opposite the mouth of the Kentucky river, running thence to Fort Recovery, and thence north until it intersects the territorial line between the United States and Canada; shall constitute a separate territory, and be called *Indiana*."

All that part east of this line was embraced in the then territory of *Ohio*.

When the first convention to form a Constitution for Ohio was held, Wayne county, and of course this valley, was not represented; hence there was much dissatisfaction among the people of that county, and so much of it as was embraced in the present State of Michigan was, in consequence, detached from Ohio, and attached to the Indiana ter-

ritory. Subsequently this arrangement also growing unsatisfactory, Congress, in 1805, passed a law that "all that part of the Indiana territory which lies north of a line drawn *east from the southerly bend of the extreme of Lake Michigan*, until it shall intersect Lake Erie shall constitute a separate territory, and be called *Michigan*."

As we have said, this valley, in fact all the northwestern part of Ohio, being embraced in the then county of Wayne, was not represented in the first Constitutional Convention of Ohio, nor in the first legislature, which met at Chillicothe in 1803, possibly because it was in a semi-disputed territory, the government of which was not finally settled until many years later. This legislature, however, assumed to legislate for the valley, when it caused all that part of the territorial county of Wayne, lying in Ohio, to be divided into counties, and this valley was embraced in Green and Franklin counties. In 1805, Champaign county was organized and included the northwestern part of the State, Urbana being the county seat.

In 1820, when the Indian title was finally extinguished, fourteen counties were created by the legislature; most of the northeastern part of the valley being enclosed in that of Wood county.

The pioneer lawyers, while they traveled long distances to the place of holding courts, enjoyed some pleasures as well as many hardships. Judge Burnett relates many incidents of his travels from Cincinnati to Detroit, to attend the Wayne county court, and some narrow escapes from drunken Indians. He also relates one incident of some interest in this locality. He says: "In the year 1800, while the territorial court was in session at Detroit, the court and bar became acquainted with the British officers stationed at Fort Malden, and received an invitation to visit the fort and spend the night there. At the same time, Captain *Currie*, of the *John Adams*, an armed vessel of the United States, politely offered to convey the party to Malden, and from thence to Maumee Bay.

The invitations were accepted, and as soon as the court had finished the business of the term, they and the bar sent their horses by land to the foot of the rapids, and then embarked for the British garrison.

In the morning the party returned to the vessel, and early in the afternoon the brig cast anchor in Maumee Bay. The barge was let down and manned; in a few hours we were landed at the foot of the rapids."

OHIO AND MICHIGAN OR TOLEDO WAR.—It will be noted that the act of Congress fixing the boundary between Ohio and Michigan territory, required the line to be run "from the southerly bend of the

extreme of Lake Michigan until it shall intersect Lake Erie." Had this been done, a reference to the map will show that a large portion of the northerly part of this valley would have become a part of Michigan, hence no disputed territory and "no war." Much argument has been exhausted upon this subject, but the following extracts from the diary of an eye witness may not be without interest :

"February 19, '35. Palmer returned from *Ohio*, and informed us the Legislature of Ohio had concluded to take the disputed ground into their own hands. February 26th, notice of a meeting of the citizens on the disputed ground, on the 28th, at Messrs. Collins, at Tremainsville,

"February 28. Very cold. Left for Tremainsville and found a large concourse of people assembled; the meeting was opened, and resolutions passed concurring with the Legislature of Ohio, as to the disputed ground. A good deal of feeling was shown on the occasion.

"April 9. George McKay and Goodsell taken to Monroe by a posse. for advising the Judge, now at Toledo, not to obey the laws of Michigan territory, and were harshly treated.

"April 10. Citizens in great heat, fearing that Ohio would not protect them, and fearing Michigan would come and take them to Monroe.

"April 11. A posse, with General Brown at their head, came to town from Monroe, and took Two Stickney and Captain Baldwin to Monroe, and took down the *Ohio* flag, which was put up at Toledo.

"May 15. Davis and Hill taken to Monroe by the Sheriff for opposing that officer in taking George McKay.

"July 15. Wood, the Sheriff of Monroe, was stabbed.

"July 16. Much trouble in Toledo, citizens all in agitation.

"July 18. The Sheriff and his posse came to town and took McKay and Old Stickney to Monroe.

"July 21. McKay and Stickney returned after being bound over to appear at court.

"July 30. Thirty stand of arms came to town, and were stored at George McKay's warehouse by Captain Jones.

"July 31. This day Captain Jones felt so much in a military mood that he whipt his wife because the onions did not hold out sufficient for dinner.

"Aug. 1. This day Captain Jones was to call out his company, but the quarrel between himself and wife yesterday prevented his appearing at the front of his company.

"Sept. 3. The company of riflemen in Toledo mustered and marched about town, and made a great show.

"Sept. 4. Four steamboats at the wharf. Town much confused about the Michigan and Ohio troops, which were anxiously looked for.

"Sept. 6. Three hundred troops arrive.

"Sept. 7. Troops continue to arrive the entire morning, when the number amounted to 1,000, and some field pieces.

"Sept. 10. Many troops left; some by boat and on foot.

"Sept. 15. Sheriff's *posse* from Monroe came and took Judge Wilson and Goodsell. When leaving, about twelve of our citizens followed them and shot at the *posse*. This caused much feeling in our place.

"Sept. 16. Goodsell and Judge Wilson return from Monroe, after being held to bail in the sum of \$3,500.

"Sept. 17. Meeting of citizens and a committee appointed to wait upon Governor Lucas, at Sandusky.

"Sept. 18. Captain Shaw went to Monroe with Ira Smith to give himself up to the Sheriff.

"Sep. 22. Some gentlemen came from Monroe to arrange with us whether we would come under their government.

"May 10, '36, Citizens of Toledo came to conclusion to send Mr. Palmer to Congress with a memorial, to settle the boundary question. Palmer left in the afternoon.

THE WABASH AND ERIE CANAL, or a passage by water, from Lake Erie to the Mississippi, was probably first suggested by the French *voyageurs* before the latter part of the 17th century.

A canal across the portage at the head of the Maumee to connect its waters with those of the rivers west to the Mississippi, was also suggested by Washington. General Wayne made a similar suggestion.

Colonel McAfee, commander of an expedition to relieve Fort Wayne in 1812, also suggested such a canal.

It is certainly well known that Major Stickney from his arrival in the valley, was a persistent advocate of the project, and did much for its accomplishment, which fortunately, he lived to witness.

Captain Riley, a surveyor, was also an advocate of the scheme, and is entitled to the credit of making the first survey across the portage for such a canal.

Edward Tiffin, Surveyor-General of Northwest Territory, once Governor of Ohio, is probably the father of the canal, as he brought the matter before Congress, which passed an act in 1822-3, authorizing the survey of a route.

In 1826 7, land was granted the State of Indiana, to aid in opening a canal; in the same year a board of commissioners was organized, and a preliminary survey begun by Colonel James Shriver, U. S.

Engineers, in 1826, in which year he died. The work was continued by Colonel Asa Moore, until his death, which occurred in 1827. The survey was finally completed by Colonel Howard Stansbury, in 1828.

The following is an extract from a diary kept at the date named;

"August 22d, 1836, the Canal Commissioners for locating the canal, met at Perrysburg. Great stir in town. On the 23d, many people went to Maumee. 24-5, much excitement in Toledo and other places on the river, as to termination of canal, and location of the Commissioners at Maumee City. November 11, Governor Lucas in town. Examined land at the contemplated mouth of the canal."

In June, 1842, the canal was opened from Toledo to Providence, and in July, 1843, twenty years after the first act of Congress authorizing the survey, the canal was opened from Toledo to Lafayette. General Lewis Cass delivered an oration at Fort Wayne, celebrating the occasion.

Captain Cyrus Belden, of Toledo, yet living, run the first boat through the entire length of the canal, from Manhattan to Lafayette; and Captain William Dale, who died some years since, run the first packet.

Captain Edwin Avery came from the Erie Canal in 1844, with that then marvel of a boat, the "Harry of the West," for a long time the largest of her class on the canal.

THE WESTERN RESERVE ROAD, or Maumee pike, is one of the oldest, and in early times probably the most important thoroughfare in this valley. The route was most likely suggested by the French traders, in the early part of the seventeenth century, and was doubtless, still earlier, an Indian trail from the Sandusky to the foot of the rapids.

During the French occupation, and especially the Indian wars, the Miami of the Lakes appears to have been their great water route to the South and West.

The route from Fort Duquesne (Pittsburg) to Detroit, was mainly overland, particularly during winter; and, necessarily around the lake, across the river at the foot of rapids; and was the route of the now Western Reserve road long anterior to its construction, and used more than half a century prior to the treaty at Brownsville, in 1808, under which the Indians ceded to the United States, "a tract of land for a road, one hundred and twenty feet in width from the foot of the rapids of the Miami of Lake Erie, to the western line of the Connecticut reserve, and all the land within one mile of said road, on each side thereof, for the purpose of establishing settlements along the same." This appears to have been the first step toward establishing the road, which was

actually done by an act of Congress passed December 11, 1811, authorizing the appointment of three commissioners to "explore and survey the most eligible course for a road from the foot of the rapids of the river Miami of Lake Erie, to the western line of the Connecticut reserve."

February 28, 1820, Congress authorized the State of Ohio to take possession of the land appropriated for that purpose, to-wit: "One mile wide on each side, with one hundred and twenty feet for the road bed, and to complete said road." In 1824 the road was located, and the work begun the following year. The grading was finished in 1828, when the road was simply a mud pike. The macadamizing was finished in 1841, thirty years after the work was first begun.

THE ERIE AND KALAMAZOO RAILROAD was incorporated by an act of the legislative council of the Territory of Michigan, passed April 22, 1835, with perpetual succession; to build a railroad from "Port Lawrence through Adrian to some point on the Kalamazoo River, Michigan, to transport, take and carry property and persons upon the same, by the power and force of steam, animals, or of any mechanical or other power, or any combination of them." Stephen B. Comstock and Benjamin F. Stickney were among the corporators.

It will be observed that the Territorial Council assumed to legislate for and including Port Lawrence, now Toledo, which at that time was within the "disputed territory," and which shortly after caused the Ohio and Michigan war.

An amendment to this act passed March 26, 1835, provided that when the "road shall have paid the cost of erecting the same, and expenses of keeping the same in repair, and 7 per cent. on all moneys expended, as aforesaid, the said road shall become the property of the Territory or State, and shall become a *free road*, except sufficient toll to keep the same in repair."

A subsequent amendment terminated the road at Adrian.

In May, 1849, the road was leased in perpetuity to the Michigan Southern, now Lake Shore Railroad Company.

The original Toledo terminus of this road was at the foot of Cedar street, near where Finlay's brewery now stands; and was reached by a trestlework, built from Monroe street to Lagrange, a mile or so in length, running some twenty or thirty rods from the original bank of the river, through now Water street, then not in existence, even on paper. The first trains were run by horse-power, and required all day to make the trip from Port Lawrence or Toledo, to Adrian. The first engines were small affairs, without cab for the protection of the driver;

and with the train, resembled the familiar lithograph of the first train that ran from Albany to Schenectady about the same date, as the Erie & Kalamazoo road was the first one built west of the latter place for some years afterward.

The strap-rail often became "snake heads," getting loose at the end and running up on the wheel and through the car, resulting in quite serious accidents to passengers.

A comparison of the business of the road, as late as 1845-50, when the cars were shifted by the horses of Salter Cleveland, & Edwin Avery, and that of the present day, requiring powerful engines, would be quite a contrast.

MAILS.—The first regular mail in the valley was carried by Horace Gunn in 1808. In 1809 Benoni Adams, carried the mail from Cleveland to Maumee, requiring two weeks to make the trip, partly through the Black swamp on foot. The first regular mail along the river to Fort Wayne was in 1822-3, and the service once a week. Daily mail by packet was begun in 1845-6.

FORTIFICATIONS.—The numerous forts built in the valley, some now entirely obliterated and others fast disappearing, seem to merit a place collectively, in this paper.

INDIAN FORT.—The line of earth works that run across the neck of land between the river and Swan creek, formerly known as "Whittlesey's Point," at Toledo, is remembered but by very few, of even our older pioneers, nearly all trace of it having entirely disappeared, consequent upon the grading of the streets and lots in that vicinity.

It followed, in a circular form, substantially the course now occupied by Clayton street, prolonged to the river. In 1825 it was quite sharply defined, and yet visible to those who were familiar with its existence, as late as 1840. It consisted of an embankment, in some places several feet in height, and, probably ten or twelve feet across the top, on which quite large trees grew. There was an opening about where Broadway is now located, somewhat higher at each side, and had the appearance of once having been an arched or covered gateway. The ditch was apparently on the inner side; a traverse or division embankment run from the main line to opposite the point, or sharp bend in the creek, dividing the inclosure into two nearly equal parts.

One of our older citizens, (Peter H. Shaw), who came into this valley in 1823, and made and delivered brick for the once projected courthouse, which was to have been built on Broadway, just above Clayton street, has a very distinct recollection of this work, and can readily trace its location at this late date.

FORT INDUSTRY.—When General Wayne, or rather Colonel Hamtramck, in 1796, took possession for the United States, of the British post, Fort Miami, or Campbell, at the foot of the rapids, also Detroit and Mackinac, he rebuilt the post at the mouth of Swan creek, very near the northeast corner of the twelve-mile-square reservation, and named it Fort Industry. It was garrisoned some ten or twelve years, and is distinguished as the location of an important treaty with the Indians.

The "fort" consisted of a block house, surrounded by a stockade, and stood in the center of a clearing of about four acres. The exact location has been questioned, but from the best attainable evidence it stood on the afterward site of the National hotel, now occupied by the Duell block, or F. Eaton & Co.'s store. The cellar or magazine, as was supposed, also some of the stockade was distinctly visible as late as 1830; of which several of the older citizens of Toledo have a vivid remembrance, and substantially agree as to the precise point of location.

It has been thought the location was nearer the river, also Monroe street, but aside from the evidence of the living, it must be remembered that Water street was not then in existence, hence the bank or shore was much nearer this location of the "fort" than now; also, that there was a very steep bluff, on the northerly side of Monroe street, the original bank of the old Ottawa river, later Swan, now Mud creek, rising some thirty feet or more, therefore, the center of the indicated clearing would be about the spot as here stated.

While we give the precise date of the rebuilding of the fort by Wayne, the evidence is abundant that a French trading post was located on the spot in 1680, and it is also very strong that it was occupied many years earlier, even before LaSalle came down the river in '69-71—probably 1640-8, when the French escorted the Hurons to the Miami confederation.

FORT MIAMI, OR CAMPBELL, which was situated on the west bank of the river about twelve or fifteen miles from its mouth, and rebuilt by the British in 1763, after its surrender by the French, appears to have been a regular military work, mounting fourteen guns, four nine-pounders on the river side, and six six-pounders on the land side, also two large howitzers and two swivels, and was surrounded by a deep ditch, with horizontal pickets projecting over it. It was doubtless the strongest fort ever built in the valley. Its outlines are yet quite distinctly visible, although its construction probably antedates any other earthwork in the valley.

From a similarity of names, it is often confounded with *Fort Miami* at the head of the river, Fort Wayne, and some writers ascribe transactions at one, which actually occurred at the other.

The precise date of the first occupation of this post, is like that of Fort Industry, quite indistinct, but is doubtless contemporaneous; as the Foot of the Rapids, as well as Swan creek and Kekionga (Fort Wayne) were places easily recognized as being "objective" points to the earliest whites in the valley.

FRENCH FORT, OR KEKIONGA.—There appears to have been a fort built by the French, as early as 1669-70, possibly by LaSalle, and was situated on the *south* bank of the *Ottowa*, (as the St. Marys, and now Maumee, was then called) west of the junction with the *Wea-sepe*; or else in 1672, under the direction of *Frontenac*, the then energetic governor of Canada, who established posts in the Illinois and Wabash country. Certain it is, that it was commanded by *Vincennes* in 1697, and was found in ruins by Ensign Dubission in 1717.

FORT MIAMI, OR HOLMES' FORT, also at Fort Wayne, was situated on the east bank of the *Wea-sepe*, or now St. Joseph river, appears to have been built by the English, and must have been erected about 1748, when a "treaty of alliance and friendship," was made, whereby the Miami's were recognized "as good friends and allies by the English nation." This fort was captured by the Indians May 27, 1763, during the Pontiac war, and its commander, Holmes, killed.

FORT WAYNE, as constructed in October, 1794, by General Wayne after the battle of Fallen Timbers, was built on the south bank of the Maumee, at the junction of the St. Marys and St. Joseph's rivers, which rivers it commanded, as well as the Indian village, Ke-ki-onga, opposite—a location which seems to have been a strategic point from time out of mind. This fort was dismantled in 1804, when a new and larger one was built in its place. This was also taken down in 1815 and a more substantial one erected, which consisted of a stockade, block-houses, officers' quarters and other buildings. It was occupied as a military post until 1819, when the reservation on which it stood was sold. The Wabash and Erie canal passes through a portion of the original site. The remnant of the buildings were removed about 1848. The second structure was besieged by the Indians under Tecumseh, and his brother the Prophet, in August and September, 1812, and was successfully defended until relieved by the troops under General Harrison shortly after. Major Stickney, one of the pioneers of this valley, contributed largely toward its defence, the actual commandant being incompetent. Stephen Johnston, brother of Colonel

John Johnston, long time Indian Agent at Fort Wayne, and the father of Hon. Stephen Johnston, of Piqua, Ohio, late candidate for governor of this state, was killed by the Indians, while attempting to convey dispatches to Harrison.

FORT DEFIANCE—Was built by Wayne, in August '94, at the junction of the Maumee and Auglaize. It consisted of slight earth-works, a stockade with four block-houses, one at each angle. A very good representation can be found on the policies of the late Defiance Insurance Company, made from drawings on file in the War Department. The curious visitor can readily trace these earth-works as they now exist at Defiance, and are included on one of the most beautiful sites for a park in this valley.

FORT DEPOSIT—So called, was a mere temporary fort, also built by Wayne, about seven miles above the foot of the rapids, as a receptacle for stores and baggage, pending the battle of Fallen Timbers, which shortly followed; no trace of its location can now be found. Being merely a place of rendezvous, it can hardly be designated as a fort, although so called by Wayne in his official report.

FORT MEIGS—Has been so often and fully described, that it is mentioned here only as one of the chain of fortifications built in this valley. It was of an oblong shape with bastions and block-houses, with two traverses running from one end to the other. It originally covered about ten acres, but through the action of the elements is so rapidly disappearing, that in a few more years it will have so far passed away as to be hardly identified; and unless some steps for its preservation are at once taken, the scene of two of the most important battles of the war of 1812, will be known only in history.

Of the nine fortifications in this valley, the old Indian Fort and Fort Industry at Toledo, Fort Deposit, at the head of the rapids, Forts Wayne, Miami and Kekionga, at the head of the river, have entirely disappeared, and save Fort Wayne have left little or no trace behind.

Fort Miami, Fort Meigs and Fort Defiance are yet visible, and each command the most beautiful views anywhere to be found on the river.

The Pioneers of this valley should make an united effort to secure for them government protection and care, before the time passes away forever.

PIONEER STEAMERS.—It is a matter of record that the first steamer on the lakes, was built and owned by parties who were largely interested in lands near the foot of the rapids; and the *Walk-in-the-Water*, was

intended to ply between Black Rock, on the Niagara river, and the "Orleans of the North," on the Mi-a-mi of Lake Erie, an intended future great city, but which has now entirely disappeared, as has the steamer itself.

The *Walk-in-the-Water* came into the river in 1818 as far as Swan creek, enroute for the "future great city" above, but being unable to get over Delaware flats, could not reach her destination, and returned down the lake, where she was wrecked shortly afterward.

It is popularly supposed the steamer took its name from her ability to literally walk in the water; but it is not unlikely that it was given in honor of King Crane—or in Indian dialect, Walk-in-the-Water—a noted chief, then or lately living in the valley, and a great friend of the owners.

The next steamer which came into the river was the *Enterprise*, in 1823. Some of our citizens yet living, distinctly remember her arrival, and have a vivid remembrance of the incident, as well as of their fright given by a party of drunken Indians, who were also anxious to see the wonder of the day.

Old settlers will remember the *Ohio*, built at Sandusky in 1832, which for so many years laid on the middle ground, at Toledo, near where the Island House now stands. Its old hulk made a big bonfire one Fourth of July night, when some of us were boys.

Among the pioneer steamers prior to 1845-9, we recall the Cleveland, a cut of which, as she then appeared, may now be seen in some of the daily papers of Toledo, Commodore Perry, Robert Fulton, Constitution, Julia Palmer, Constellation, Columbus, New England, Great Western, Queen City, Erie, Rochester, Albany, Buffalo, United States, James Madison, Jackson, Chicago, Milwaukee, Mish-a-wau-kee, Sandusky, Detroit, Gratiot, Governor Brady, Governor Marcy, Lady of the Lake, Niagara, Uncle Sam, Daniel Webster, Cincinnati, Caledonia, Mazza, North America, Sun, Sheldon Thompson, Don Quixote, Anthony Wayne, Chesapeake, Wabash, Mi-a-mi, Marshall, Gen. Harrison, Indiana, Jas. Wolcott, St. Louis, Troy, G. P. Griffith, Superior, John Hollister, Minnesota, Oliver Newberry, Monroe, General Macomb, General Vance, Dewitt Clinton, Helen Strong, John Owen, Arrow, Baltimore, Southerner, J. D. Morton, Albion, Chataouque, and last, but to me, not least, the Bunker Hill, which had the reputation of carrying the "biggest bone in her mouth," and raising the biggest swell of any boat that then came into the river.

One day, when a brat of a boy, I went hunting ducks in a bit of a "dug-out" or canoe, given me by an Indian boy friend, for some

coveted trinket. The great resort for duck was the present middle ground at Toledo, then covered with reeds and pond lilies. Returning homeward, just as I came out of the rank growth of reeds, about where the old Ohio lay aground, near where the Island House now stands, I saw the Bunker Hill coming up the river; supposing she would land, as usual, at about now Jefferson street, I kept paddling my way down the river until roused up by the coarse hail of the captain and mate, to "get out of the way." My fright at finding myself likely to be run down by a big steamer, close aboard my frail craft, can be more easily imagined than described. Frantic and desperate effort on my part, with a partial change in the steamer's course, prevented a catastrophe. My boat, however, was completely swamped by the "big swell," my gun went to the bottom of the river, and I was only saved from capsizing by quick work putting her "head on" to it. Thankful for an escape with only a wet skin, I sorrowfully paddled my way homeward, climbed the steep bank near the foot of Walnut street, where near by stood the Ohio House, then kept by my father.

I am yet sensible of the just punishment meted out to me by him, and my heart also recalls the anxious mother's tears, as she listened to the story of my wet experience; and I am also conscious of the change of life resulting from that experience. In short, boats, guns, ducks, hunting, and the like vanished forever.

A small steamer called the Phenomenon, remodelled from a canal boat, was built at Rochester, New York, in 1834, and brought to this river—being towed through Lake Erie in 1836. She was then called the Sun, and commanded by Captain C. K. Bennett, yet an active member of this Association.

Old records reveal the fact that quite a number of steamers were built on the river. We find that the

Detroit, 240 tons, was built at Toledo in 1834

Commodore Perry, 382 tons, was built at Perrysburg in 1834.

Don Quixote, 80 tons, was built at Toledo in 1836.

Anthony Wayne, 390 tons, was built at Perrysburg in 1837.

Chesapeake, 410 tons, was built at Delaware Creek in 1838.

Gen. Vance, 75 tons, was built at Perrysburg in 1839.

Wabash, 44 tons, was built at Perrysburg in 1838.

Miami, was built at Maumee in 1838.

Marshall, 51 tons, was built at Perrysburg in 1838.

Gen. Harrison, 293 tons, was built at Maumee in 1839.

Indiana, 434 tons, was built at Toledo in 1839.

Jas. Woolcott, 80 tons, was built in Maumee in 1840.

St. Louis, 618 tons, was built at Perrysburg in 1844.

Troy, 547 tons, was built at Maumee in 1845.

G. P. Griffith, 587 tons, was built at Maumee in 1846.

Superior, 507 tons, was built at Perrysburg in 1845.

Albion, 132 tons, was built at Maumee in 1848.

John Hollister, 300 tons, was built at Perrysburg in 1848.

Minnesota, 749 tons, was built at Maumee in 1851-2.

Propellers—Samson, 250 tons, at Perrysburg in 1842. The first propeller built on Lake Erie.

Globe, 380 tons, at Maumee in 1843.

Princeton, at Perrysburg in 1854.

PIONEER LAKE CAPTAINS.—Captain David Wilkinson was doubtless "the" pioneer. He began with the *Eagle* in 1818, a small schooner of about 90 tons, built at Toledo, near the mouth of Swan creek; then the *Guirriere*, and shortly afterward the steamer *Commodore Perry*, built in 1833-4, which he sailed till she was broken up in 1845, when he built the *Superior*, and sailed her until he retired from active service.

Captain Wilkinson is said to have made the first chart of the Maumee river and bay, which was adopted by the government, and was in general use until a more accurate one was made many years later.

Captain Isaac T. Pheatt came to this valley, from the lower lakes, in the schooner *Grant*, which was the first vessel through the Welland canal from Lake Ontario. Captain Pheatt carried an American flag at her masthead, during her passage up the canal, much against the opposition of the Canadians, who had not yet got over the feeling against the Americans, caused by the "Patriot" war. He was also the first vessel-master to hoist a gaff-topsail on Lake Erie—then a lower lake notion, but now in general use. Captain Pheatt sailed the steamer *Harrison* in 1840, then the *Indiana*, the pride of early Toledo in 1841-2, the *Wisconsin*, *Rochester*, *Northern Indiana*, and *Western Metropolis*.

Captain Thomas Wilkins, so long in the *Troy*, was a popular commander. He sailed the *Peacock*, *Jefferson*, *Missouri* and others. He died at Erie in 1870, being at that time collector of the port.

Captain James Lundy, "Bob," Wagstaff—the brothers, Amos E., and Robert Hart, Gil Appleby, T. J. Titus, S. F. Atwood, J. L. Edmunds, A. Root, Amos Pratt, G. W. Floyd, C. H. Ludlow, Fred. Wheeler, Chas. G. Keeler, H. H. Day, Wm. Harlow, Ira Davis, Wm. Watts, C. C. Roby, lost in the *Griffith*, and a host of others are now dead; while we have the veterans Perkins, Goldsmith, Sweet, McNelly,

Dustin, Herrick, Dunnigan, Gilmore, Parks, Draper, Norton, Lewis, Edwards, Eversman, Cooper, Traverse, McWaine, Watts brothers, and others among the living. >

PORT LAWRENCE TOWNSHIP.—At the risk of repeating what others may have said to this Association, but for the purpose of continuity and publicity, I venture the following from the original records on file in the City Clerk's Office at Toledo :

Port Lawrence Township, Monroe County, Michigan Territory, was organized May 27, 1827. The first meeting was held at the house of Eli Hubbard, on Ten Mile creek, near the junction of now Lagrange street.

John T. Baldwin was chosen the first Supervisor, and J. V. D. Sutphen first Township clerk; and we may here remark that the records kept by Dr. Sutphen, almost without interruption, until the township passed into the jurisdiction of Ohio, when he resigned, as well as those of his successors, are characterized by an accuracy and neatness, rarely excelled. N. A. Whitney, John G. Forbs and Daniel Murry were the first Assessors; Tibbals Baldwin, Collector; John Wallworth and Coleman I. Keeler, Overseers of the Poor; Eli Hubbard and William Wilson, Commissioners of Highways; Tibbals Baldwin and John Roots, Constables; and Benjamin F. Stickney, at that early date a prominent citizen of the valley, was chosen Pound Master.

At this election only 27 votes were cast, although the township embraced what is now the north half of Lucas county, and it is a curious commentary upon the reported greed of Ohio men for office, that at this first election for township offices, some of the voters had no less than *three* offices thrust upon them, probably because we were then under the jurisdiction of Michigan. "Just as the twig is bent, the tree is inclined "

The following is probably a list of the 29 electors: John T. Baldwin, J.V.D. Sutphen, N. A. Whitney, John G. Forbs, Daniel Murry, Tibbals Baldwin, John Wallworth, Coleman I. Keeler, Eli Hubbard, Wm. Wilson, Alvin Evins, John Roop, Cyrus Fisher, Wm. Mills, B. F. Stickney, John Baldwin, Seneca Allen, Amos Wait, Wm. Wilkerson, Wm. Sibley, Amasa Bishop, Chas. Richards, Jesse Mills, Joseph Prentice, Henry Phillips, Ebenezer Ward, Thos. P. Whitney, Wm. Holmes, Jacob Navarre.

The township was divided into two road districts. The first road was laid out June 27, following.

July 27, '27, an election for Delegates to Congress and Territorial Legislature was held. Austin E. Wing was chosen delegate to

Congress, and Charles Noble, many years afterward a prominent citizen and member of Congress from Michigan, was elected to the Legislature.

The next annual meeting was held "pursuant to law," at the house of N. A. Whitney, April 7, '28, and we find that \$50 was voted "for the purpose of destroying blackbirds," each man to be credited for birds in proportion to the whole number killed. It appears that \$23.42 was expended during the year on this account.

At a meeting held March 30, 1830, the Road Commissioners "*Considered it to be of public utility to adopt the territorial road, as it now runs from the mouth of Swan creek to where it crosses the township line on the north, as a public road. Reference to the field notes, as laid out by the territory, deposited in the Clerk's office of Monroe County.*" As the place of record of these "field notes" has been long sought, this abstract from the records of the township is made.

At the fifth annual meeting, '32, a bounty of \$2.50 for wolf scalps was voted; also the following, *verbatim et literatim*, viz: "A by-law was made, that every ram, found running at large, should be forfeited from the 1st day of April, to the 10th day of November, inclusive." To whom, or for what purpose this forfeiture was declared, is not clear, but it is presumed the purpose of the "by-law was accomplished.

At the territorial election in '31, 59 votes were cast. The township having \$50.00 in the treasury, it was voted that the same be loaned on good security.

At the seventh annual meeting, '33, a map of the township was ordered. It was also voted not to go into the school system. Seventy votes were cast. The names of S. L. Collins, S. B. Comstock, Oliver Stevens, Munson H. Daniels and J. M. Whitney first appear at the meeting, only two of whom are now living.

The ninth annual meeting, '35, was held "according to an act of the Legislative Council, entitled an act to change the place of holding the annual township meeting, in and for the township of Port Lawrence, and County of Monroe," * * at the "school house" on Ten Mile creek prairie, on the 1st day of April, 1835.

The names of Horace Thacher and Stephen Haughton appear at this meeting. The former still living, suffered a broken leg at the building of the school house, which was situated about on the site of the hotel at Lewis Corners, in now Washington township. It was for years used as a school house, church and place for public meetings. The first regular religious service in this township was held here, and so far as we can now ascertain the first preacher was Rev. Mr. Isham. The cemetery, yet in use, on Ten Mile creek, was located but a few rods distant.

The last official act of the township under the jurisdiction of Michigan, was to lay out a road from Tremainesville to Toledo, "three miles and twenty-three chains in length," now known as Cherry street

The records were turned over to the proper officers acting under the jurisdiction of Ohio July 11, 1836, in compliance with an act of Congress, transferring the jurisdiction from the Territory of Michigan to the State of Ohio. John T. Baldwin, who was first supervisor under the original township organization, appears to have been elected to a similar position under the new organization. John Leyborne and Ezra B. Dodd, were his associates. Dr. Sutphen, who was chosen clerk at the first meeting and held the position almost continuously, resigned at this meeting, owing to removal from the township.

The following names appear upon official bonds, viz.: C. G. Shaw, as constable; Junius Flagg, Andrew Palmer, C. Comstock, Erastus Cone, Platt Card, J. W. Collins, Lyman Haughton and J. A. Gardinier; also Richard Mott, James Myers, Chester Walbridge, Roswell Cheney, F. L. Nichols, Peter Lewis, Adolphus Myers, D. B. Mooney, H. W. Goettle, Peter Palmer, Edward Bissell, William Wilkinson, Jonathan Lundy, Peter Mickens, Daniel Segur, J. L. Chase, Luke Draper, James Southard, F. L. Wood, Elisha Fassett, G. H. Rich, first clerk of Toledo; A. W. Fairbanks, for many years proprietor of the *Blade*; David Johnson, proprietor of the Mansion House; Peter H. Shaw, Alvin Whitmore, H. Mersereau, John Knaggs, J. W. Knaggs, Daniel McBain, J. N. Mount, Thomas Daniels; also Doctors Bush, Bowman, Bailey, Stillman, McLean, Mosher, Bostwick, Ackley, and Hartwell, very few of whom are now living. Munson H. Daniels, as sheriff; Levi S. Lounsbury, as county auditor; John Fitch, as prosecuting attorney; S. Cornwall, as coroner; William Martin, as surveyor; and S. L. Collins, as Treasurer, appear to have been elected to these offices. Luke Draper was fined two dollars for non-acceptance of the office of overseer of the poor; Richard Mott, W. J. Daniels, Edward Bissell, James Myers, afterwards Lieutenant Governor of Ohio; S. B. Comstock and F. L. Wood, suffered the same penalty; Oliver Stevens, yet living, was prevailed upon to accept the position.

The names of the Mansion, American, Eagle, New York and Ohio, and Manhattan hotels appear.

George Bunion and Rebecca, his wife, under the poor laws of the State, were "warned" to leave Port Lawrence township forthwith.

PIONEER TOWNS.—This valley early attracted the attention of those who were taken with the "western fever." Probably in no section of the country, in so limited a space, was this fever so strongly manifested,

in the speculative era of 1835 and 1836, as in the Maumee valley. Between the foot of the rapids and the mouth of the river, we find records of Havre de Grace, Ottokee, Presque Isle, Lucas City, Manhattan, Vistula, Port Lawrence, Yondota, Oregon, Florence, Austerlitz, Marengo, Miami, Maumee, "Orleans of the North," afterward Fort Meigs, a "future great," Perrysburg, and Toledo, thus giving a projected town for each mile of distance.

TOLEDO.—The exact date of the consolidation of Port Lawrence and Vistula, under the name of Toledo, is uncertain. They were known as separate towns as late as March, '34; but we find the "village" of Toledo referred to in April, '35. Nov. 17th, '36, at a meeting held at E. B. Dodd's, it was decided to petition the legislature of Ohio to have Toledo incorporated, and the election for city officers was held March 20, 1837.

The name was doubtless suggested by Pierre M. Irving, then publisher of a newspaper at Toledo, who probably got it from his relative, Washington Irving, at that time interested in the Vistula division of the city, and recently returned from Spain, one of whose chief cities bears the same name; as "he delighted in Spanish themes, and to him the land of the Saracen seemed to possess the greatest attractions. He devoted his genius to the revival of its history, and the embellishment of its legends."

The *city* of Toledo was organized April 3rd, 1837, John Berdan, father of P. F. and John Berdan, and Mrs. V. H. Ketcham—and whose widow is yet living—was elected the first Mayor over Andrew Palmer by a majority of one vote; which was probably cast by Levi Snell, yet living, who, as a tenant of Mr. Palmer, intended giving him his vote, but changed his mind on the day of election, on account of some act of Mr. Palmer's on that day. The test of the vote was not so much one of politics as of location, the upper and lower towns, formerly Port Lawrence and Vistula, being pitted against each other, the lower town being victorious.

The first ordinance passed was that regulating the assessment of property for taxation.

The second prohibited ball alleys, ten pin alleys, billiard tables, etc.

July 14, 1837, was a gala day in new Toledo. A record says, "Honorable Daniel Webster came on the steamer Commodore Perry, took dinner at the American and gave us a speech, and did honor to himself. The day passed off well, not one drunk who assembled to take dinner."

The original letter of Mr. Webster, also that of Frederick Bissell,

who evidently was sent to secure Mr. Webster's acceptance, have lately been placed in the Toledo Public Library. They are as follows :

"DETROIT, July 11, 1837.

"GENTLEMEN :—I have the honor to acknowledge your letter, written on behalf of the citizens of Toledo, Miami City and Perrysburg, inviting me to a public dinner at one of those places. I am compelled by circumstances to decline this honor.

"In my progress down the lake, however, I shall be at Toledo, and during the short time I may be able to stay there, it will give me much pleasure to see any friends from either of these places.

"I thank you, gentlemen, for your personal kindness, and pray you to make my grateful acknowledgments, also, to those, in whose behalf you act, and to assure them of the regret which I feel, at not finding myself able to comply with their friendly invitation.

"With much respect,

"Your obedient servant,

"DAN'L WEBSTER.

"To Messrs. B. F. Stickney, W. P. Daniels, Frederick Bissell, Wm. Martin, Platt Card, W. Tuttle, John Hollister, Jessup W. Scott."

"DETROIT, July 11, 1837.

"B. F. STICKNEY, Esq.:

"*Dear Sir* :—I have the pleasure to inform you that the Hon. Daniel Webster has consented to partake of a dinner with his friends, in Toledo, on Thursday next.

"Mr. Daniels and myself will remain here to accompany him down at that time.

"You will give this information to our friends, and make the necessary arrangements for his reception.

"Very respectfully yours,

"FREDERICK BISSELL."

^
A ferry across Swan creek was established in May, 1838, by Harrison Crane.

The grades of the streets were established in 1841, by the appointment of Edward Bissell and Edson Allen, the last yet living, as grade commissioners, who reported a plan for grading the high bluffs and filling up the low places, also cribbing or bulk-heading the outer side of Water street on the dock line. But it was not until 1844 that Water street as it is now, began to exist; when the intersecting streets, Adams, Madison and Jefferson were graded from Summit through the

existing bluff to so-called Water street, which then existed only on paper; its site being occupied from about Monroe to Elm street by the track of the Erie and Kalamazoo railroad, built on a trestlework in the river, some twenty or thirty rods from shore. The cut through the bluffs was in some places nearly thirty feet; leaving high blocks of earth, between Monroe and Madison streets, reaching, in some instances, to nearly the top of the second story windows of existing buildings, and which were not removed for more than twenty years afterward.

Many of our older citizens can easily recall the time when there was something of a bridge across Monroe street at Summit; also when Summit street was unknown, and its present site only a bridle-path, or at most, only an illy-defined wagon-track, winding through the dense forest; the only route from the mouth of Swan creek to the Indian village, at or near the mouth of the creek or Ottawa river, which empties into the bay just below Manhattan. They can also remember when Lagrange street was but a mere road leading to the woods, and that Cherry street was not in existence as a road, until 1834.

At or near the foot of now Monroe street, "the mouth of Swan creek," was the small dock or landing of John T. Baldwin, to reach which and the old territorial road running down to the river, the rough bridge just referred to was built across the old bed of Swan creek, now Mud creek. That a considerable stream once flowed into this channel is evidenced by the finding of trunks of trees of large size some distance below the surface, when the sewer through Monroe street was built; also by the thick strata of gravel found in digging wells, to any considerable depth, along its old banks.

A small dock was also built at the foot of Lagrange street, as the landing-place at Vistula, the then rival of Port Lawrence, between which for years there was only the natural bank of the river.

One of the early settlers of Toledo, now one of our prominent citizens, distinctly remembers when he went from his father's farm on the territorial road, to Judge Wilson's on the bank of the river below Major Stickney's, nearly five miles, to get a half-bushel of apples. Judge Wilson having one of the then very few orchards on the river. His route was by the territorial road to the mouth of Swan creek, up the steep bluff at now Monroe street, past Fort Industry to the first house, built by a carpenter named Wm. Riley; situate in a small clearing just off the trail, or blazed road, about where White's Hall now stands. It was a double story and half-log house, or rather two houses, about ten feet apart, but covered by one roof—one part occupied by Riley, and the other by Wm. Andrews, father of Samuel Andrews of the "Blade."

From thence to Major Stickney's house or farm,⁶ the trail ran through a dense forest. The next house north of Major Stickney's was that of William Wilson, one of the organizers of Port Lawrence township in 1827, the first associate judge of Lucas county, and afterwards founder of Sylvania, where he died a few years since. His house was situate about where is now the residence of Mrs. T.H. Hough, and stood until about 1855, when it gave place to a more modern structure.

Next north of Judge Wilson's was Tibbals Baldwin, also one of the first organizers of Port Lawrence township, and yet living; north of Baldwin's, was Twombleys, a Frenchman, who came from Canada about 1824. North of Twombleys' were a few French huts, adjoining quite an Indian village before referred to, where annuities were paid by the Government.

Marvelous as was the existence of this wilderness, within even the memory of those yet among us—there are very many who can easily recall the time when there were no buildings on Summit street between Madison and Cherry, save the postoffice, a two-story brick dwelling, situate about midway between those two streets; and even as late as 1845-50, places now covered by such buildings as the Produce Exchange, Drummond block, and Boody House, in this vicinity, was an open field.)

CHURCHES.—Probably the first attempt to form a church organization to hold religious service in Port Lawrence township, was made by Deacon Samuel I. Keeler, father of Salmon H. Keeler, at his house, on the then territorial road. This was continued until regular services were established "at the school house on Ten Mile Creek prairie."

A church within the limits of Toledo did not exist for many years afterward. The first building for this purpose was probably that erected about 1836 or 1837, on the corner of Cherry and Superior streets, by Heman Walbridge, and used a short time by the Congregationalists; after which it passed into the hands of the Catholics, whose priest was the well-known Father Rappe, afterward the first Bishop of Cleveland. This building was removed to make place for a more modern structure, but still exists on the corner of Superior and Orange. Its bell, for a long time the only one in Toledo, was rung by Robert Whiteford; and was the call to work, to school and church, as well as an alarm for fire. The voice of the bell and the ringer ceased many years since.

Father Rappe was an earnest and successful worker in the cause of temperance, as well as the religion of his church; and his many years' service in this valley has left numerous monuments to his far reaching and successful efforts.

The Congregationalists afterward held service in the court room or hall, in the building on the northeast corner of Cherry and Summit. Rev. Mr. Isham was the first, or among the first, who ministered to that congregation. The original subscription paper for his support, signed by many of the then prominent citizens, is still in existence in the hands of one of Toledo's most successful merchants. Rev. Geo. R. Hazwell, a brilliant but erratic man, Rev. Mr. Dudley, Rev. Mr. Flagley, and Rev. Mr. Beecher, were among the pioneer ministers of Toledo.

The Methodists built a church on Huron street, between Walnut and Locust, which they occupied for many years, and is still in existence on one of the streets near by. It was for some years used as a school house for the first and second wards of the city, and is vividly remembered as a place where "young ideas were taught how to shoot." Among the ministers stationed here was Rev. W. L. Harris, now an eminent Bishop in his church. Rev. W. W. Winters, late Presiding Elder of this district, had charge of this church nearly, if not quite, thirty years ago.

Rt. Rev. Bishop McIlvaine, of the Episcopal Church, preached in the *Presbyterian* Church, at Toledo, May 29, 1838. Rev. David Burger was the first regular rector in charge of an Episcopal parish at Toledo. He died in 1847. His successor, Rev. Dr. Henry B. Walbridge, was in charge of the parish upwards of twenty years.

Rev. Joseph Finley, from Chillicothe, who combined the two characters of preacher and cattle dealer, appears to have been in this valley in 1800.

Rev. Joseph Badger was a missionary among the Indians in the valley as early as 1808. He was at Fort Meigs a part of the time during the war of 1812.

It is quite remarkable that three divines—Bishop Rappe, Rev. Dr. Walbridge and Rev. Dr. Williams, now in charge of the Congregational Church—should each have served their respective churches at Toledo, more than twenty years; and also that three were elevated to the Episcopate, the highest office in their respective churches, viz: Bishop Rappe, Bishop Harris, and Dr. Coleman, who declined to accept.

In this connection we may add that Joshua R. Giddings, of "Trumbull county," afterward a distinguished member of Congress, who once came to Port Lawrence with Richard Mott, delivered a temperance lecture at Vistula, May 20, 1836.

SCHOOLS.—Probably the first school taught in Port Lawrence township, was that taught by Cyrus Fisher in the year 1829, in the log house

at about the junction of the territorial road and Ten Mile creek, now Tremainesville.

The first school within the present limits of Toledo was taught by Miss Harriet Whitney, now Mrs. S. L. Collins, in 1830, in a log house occupied by Seneca Allen, situated on the bluff, about where the High school now stands. A Miss Jennison, afterward Mrs. Leonard Whitmore attended this school. She lived on the east bank of the river, and "paddled her own canoe" across, as did a Miss Cook, who lived up the river near the mouth of Delaware creek.

Both these schools antedate the vote of the township of Port Lawrence in 1833, to "*not go into the school system,*" and, also, that heretofore claimed as being the first, viz: that taught by Miss Wright, afterward Mrs. Munson H. Daniels, in 1834. As Toledo was not organized until 1837, it is certain several persons taught school within the present city limits prior to that date, and it is equally certain that Cyrus Fisher and Miss Whitney, now Mrs. Collins, antedate Miss Wright three or four years. General Hiram Walbridge afterward a distinguished member of Congress from New York, taught a school in the Vistula division of Toledo, at a very early age, probably when about sixteen, in a building erected by his father, Chester Walbridge, for an office, on the corner of Superior and Lagrange streets, yet standing, having been enlarged and now used as a dwelling. Miss Loveland also taught in this building in 1835, under patronage of John Berdan, afterward first Mayor of Toledo. She was succeeded by, afterwards, Mrs. Dr. Calvin Smith. General Walbridge also taught a school in a building now used as a barn, and situate in rear of 524 Huron. Miss Sloan and Mrs. Atkins taught a school in an upper room in what was then known as McCarty's row, on Lagrange, between Water and Summit streets.

Miss Jencks, Mrs. Aldrich, Lewis Lambert. Lathrop and wife—Goss—W. P. Segur, Jonathan Wood, Thomas Dunlap, ——— Ball, Levi S. Lounsbury, his daughters Sophronia and Mary, Miss Black, of revered memory, were among the earlier teachers.

It is claimed that the first building erected for strictly school purposes was the one yet standing on Erie, near the African church, between Washington and Monroe streets, where the school was taught by Miss Wright in 1834.

The brick school house—now a dwelling—near the German church on Huron street, also the frame school house—since burned—also on Huron street, near the Baptist church, were probably the first distinctive ward school houses in the city.

PIONEER POSTMASTERS.—Cyrus Fisher, merchant, school teacher and postmaster, appears to have located at "Port Lawrence," or Fisher's corners, afterward Tremainesville, about 1829-30, which was then the most considerable settlement in the township, and the location of the only postoffice between Monroe and Maumee.

When the "Port Lawrence" postoffice was moved to the mouth of Swan creek, and a town plat of that name was laid out, now a division of Toledo, Calvin Tremaine, then the principal merchant, was appointed as Fisher's successor, and the office named Tremainesville. Tremaine was succeeded by Sanford L. Collins.

Stephen B. Comstock appears to have been the pioneer postmaster at the new Port Lawrence; also of Toledo, when Port Lawrence and Vistula were consolidated. He was succeeded by Emery D. Potter, the father of our cheap postage system, who held the office for three years, until he was elected to the bench. Joseph B. Gardner filled the unexpired term. He was followed by Andrew Palmer. Major Stickney appears to have been the pioneer postmaster at Vistula, and received the mail at "Port Lawrence" until the office was transferred to the river. He was succeeded by Theodore Bissell.

Prior to the establishment of a postoffice at "Port Lawrence," letters for persons in that vicinity were directed to the "Mouth of Swan Creek," and were usually sent to Fort Meigs, or the "Foot of the Rapids," and thence by private hands, as appears from old letters found among Major Stickney's papers.

PIONEER MERCHANTS.—We find a record of Isaac Hull, "at the foot of the rapids," in 1814, who was probably the pioneer merchant in now Lucas county. John T. Baldwin, it is conceded, was the pioneer at the mouth of Swan creek, in 1816. M. Baldwin appears to have been the second, in 1823. It is not, however, so generally known that Cyrus Fisher had a small trading store at "Port Lawrence," or very near the junction of the Maumee or Detroit and the Territorial road, now Tremainesville, in 1828-9. Fisher appears to have been a man of general utility, to-wit: trader, postmaster, and school teacher. Calvin Tremaine, and the Collins brothers were his immediate successors at Tremainesville. S. H. Keeler, now of Keeler, Holcomb & Co., and Sylvester Worden, were clerks for Tremaine; the former helped to learc the land up on which Townsend Bartlett built a wagon shop, near the Tremaine's store.

In 1832-3, Goddard & Briggs established a general store, near the corner of Summit and Lagrange streets, in the first frame store building erected in Toledo, and which was built by Sanford L. Collins.

W. P. Daniels appears to have established a general store, and Daniel Washburn a grocery during this year.

In 1834 Dr. J. Clark, afterwards Clark & Bennett, succeeded Goddard & Briggs; we also find the names of Stephen Marsh, grocer, Daniels & Goettle, Andrew Palmer, Junius Flagg, George McKay, dry goods; Luke Draper, drugs; H. Wilcox, boots and shoes; Britnall & Newcomb, hardware; and, we may add, C. I. Keeler, Edward Bissell, S. B. Comstock and Seneca Allen, real estate; Fred. Cole, livery, and W. Lyon, blacksmith.

In 1835, W. J. Daniels, Douglass & Jennings, J. Comstock, dry goods; Scott & Richardson, Peter Palmer, hardware; Levi Snell, clothier; Porter & Kaufman, boots and shoes, appear.

In 1836, J. A. Titus, retail dry goods, corner Summit and Locust, and Titus & Co., Titus, Townsend & Titus, Poag & Titus, and Poag & Moore, on the dock at the foot of Lagrange street, where Russell & Thayer's foundry now stands, were the first wholesale merchants in Toledo—perhaps in the valley. P. F. Berdan, General C. B. Phillips, G. W. Weed, J. Vanduzer and "Spaff" Olcott were clerks. E. Fasset, Murphy & Dratington, John Calkins, E. Watkins, Cheney & Hamilton, general stores; Decius and Daniel Wadsworth, books and stationery; Ketcham & Snell, dry goods; Charles McKnight, Ashley & Perkins drugs; Eaton & Co., harness; M. Greenwalt, G. H. Rich and Lyman Wheeler, grocers.

In 1837, Roswell Cheney, Edmund Fitch, W. H. Raymond, Murphy & Hill, C. G. Keeler, general stores; — Rodgers; Dorr & Seaman, clothiers; E. S. Hanks, grocer; J. R. Bond, hardware; D. F. Stow, jeweler, and J. Westmyer, boots and shoes, appear.

COMMISSION MERCHANTS.—To no class of men was the early development of this valley more indebted, than to the forwarding and commission merchants, as they were formerly known. Railroads, fast freight and express lines, have cut off the former designation by assuming this part of the business; but in years gone by, the forwarding of merchandise and produce was the chief part of the business.

The vast quantity of goods that was formerly unloaded on the docks from vessels and steamers, and transferred to teams or canal boats for distribution throughout the west, was at one time a feature on the river. During a few of the earlier years the greater value moved westward, but as the country developed, the balance of trade changed and became more equally divided. Many of our people have seen the capacity of vessels increased from less than a hundred to more than a thousand tons, and can readily recall the time when those carrying from twenty-five

hundred to five thousand bushels of grain was the rule: and were loaded while anchored in the stream, from canal boats on each side, by dipping the grain out with buckets, that passed from hand to hand until their contents were poured into the vessel's hold. Freights were fabulous, compared with present rates, and quick movement as well as great skill characterized their management. We note the fact that the schooner "Blue Bell," Captain Goldsmith—now in the steamer *Alaska*—made round trips, from Toledo to Buffalo—three weeks in succession—as quick as did the steamer *Indiana*, which towed her out of the river on each succeeding weekly sailing day.

Among the pioneer forwarding and commission merchants, we recall John T. Baldwin, in log warehouse on Swan creek, in 1816; George McKay & Co., (McKay & Edward Bissell), at foot of Lagrange street, in 1834. They were succeeded in 1835 by Peckham & Co., (B. P. Peckham & John Berdan); Peckham & Cozzens, Bissell & Gardner; W. J. Daniels & Co., (W. J. & W. P.), at foot of Jefferson street, in 1834; Andrew Palmer & Co. (Andrew Palmer & James Myers), at foot of Monroe street, 1834; Palmer, Bush & Co., 1836; Mott & Co., (R. Mott & J. M. Comstock), 1845-45, at foot of Adams street, where they were burned out, and at foot of Monroe, where they built the red warehouse yet standing; Collins, Palmer & Co., '41; Collins, O'Connell & Co.; '44; Collins & Main, '45; E. Haskell & Co., '42-3; Mitchell & King, '46; S. Fitch, Jr., Stevens & Fitch, Colton & King, Brown & Dodd, Ludlow & Babcock, L. B. & Brownlee, Brownlee, Brown & Co., Brownlee, Pendleton & Co., Brownlee, Pendleton & Brown, Watkins & Curtis, T. Watkins, Jr., George Cecil, Godard & Wyman, Morgan & Wyman, W. S. Johnson & Co., George A. Carpenter, Field & King, Smith & Hazard, 1837; Smith & Bronson, D. B. Smith & Co., Smith & Hunt, John Hollister, Hollister & Colton, Hoag & Strong, Brown & King, Brown & Sinclair, J. D. Morton & Co., Buckingham & Co., H. S. Walbridge & Co., T. H. Hoag & Co.

We also recall the time when there were no warehouses between Jefferson street and Lagrange, where most of the business was done prior to 1840-1. Judge Mason built a warehouse between Adams and Madison, which for some years was the "connecting link" on Water street.

In 1845, the Manhattan Company built three large warehouses at the Manhattan terminus of the canal, and made a desperate effort to transfer business to that point, but failed. Of the docks built by Colonel H. D. Kingsbury, only a portion of them remain, to show where was once the scene of a mighty business. Other warehouses were built at Manhattan by J. L. Chase, Platt Card and Tuttle Bros. The latter

was unroofed by the "great blow" in 1842, and the roof carried intact nearly to Presque Isle, nearly one mile distant, and landed in the river.

STEAM BARGES—Now so common on the lakes, were first introduced by Joel W. Kelsey, of Toledo, in 1849, when he built the propeller *Petrel*, for carrying lumber from the Saginaw Valley. She was kept in this service until wrecked.

PIONEER MANUFACTURERS AND BUILDERS.—Evidently the first builder, in now Toledo, was Wm. Riley, whom we have before mentioned. Peter H. Shaw made brick at Miami in 1824-5, and Toledo 1835 and continued till 1855. We recall the names of Granville Jones, John P. Freeman, yet living, whose handiwork may be seen in almost every direction in the city. Mavor Brigham, Austin Willey, "Whistling" Allen, John G. Kimme, J. Miller, A. Douglass, Horace Saxton, Plough & Cheney—W. C. Cheney is yet among us hale and hearty—were among the earlier builders. Hoag & Mount, wagon makers; F. Henderson, machinist; Valentine Wall, blacksmith; A. A. Belknap, cooper, Pierce & Holton, cabinet makers. Stephen Marsh, lately deceased, was probably the first maker of sash and blinds in Toledo. He furnished all used in the old "American," and received \$600 cash, with which he set himself up as a merchant. His store was a rendezvous for the boys—of '40 and later years—all of whom, yet living, have a kindly remembrance of "Old Silver Eye." The Carter Brothers, whose fame as makers of sash and blinds went far and near, and whose handiwork is yet visible in many of the better houses of their day, erected in Toledo. Their greatest competitors were Bivins & Miller, the former yet living, who came to Toledo from Massillon, Ohio, and established a factory in the old Raymond mill, for making sash, doors and blinds by machinery, being the pioneers in that line.

HOTELS—Probably the first hotel in Toledo was kept by E. Fassett. In 1835 we find the Toledo House kept by J. B. Davis; Ohio House by D. Johnson; American by H. D. Mason. In 1836, Manhattan House, by W. Cornwall; 1837, Mansion House, by C. H. Ryder; Indiana House, by — Knapp; American, by R. N. Lawton and Daniel Segur.

BREWERY.—The first brewery in the valley, was established by John J. Voglesang, at Toledo, in 1837, and was situated near the corner of Cherry and Michigan, now occupied by Phillip Smith. Voglesang also established the first bakery, at the foot of Lagrange street.

PIONEERS.—There were “pioneers” in this valley long prior to those to whom we would most naturally refer, to wit :

The Miamis.—But how, or at what date shall we speak of them? Can we satisfy ourselves by merely alluding to them as a part of their tribe, yet, within the memory of the “oldest inhabitant,” and with whose children, some residents of the valley, not yet passed the meridian of life, played in boyhood days. Or shall we stop when the tribe in 1820, was moved west of the Mississippi, to the then unknown but now fertile Kansas, where they were located on a reservation, now a county in that State, to which has been given their tribal name, and where some of their descendants now—or lately—lived? Or shall we go back to the war of 1812, in which they bore a conspicuous part, and on this very spot, under the guns of Fort Meigs? Or to 1794, when they were almost annihilated by Wayne at the battle of *Fallen Timbers*, which, practically, terminated under the guns of the British Fort *Miami*, across the river? Or to Harmar’s defeat in 1790? Or to the conspiracy of Pontiac in 1763? Or that of Nicholas in 1747, which was more far-reaching, if not so successful or bloody? Or to the many conferences held here by noted Indians from the east, west, north and south? Or to the undoubted presence of the trader in 1640–48, when the stockade—afterward *Fort Industry*—was built at the mouth of Swan Creek? Or to the visit of Champlain in 1611–12? Or to the struggles between the Iroquois and the Hurons, on the north side of the lakes? Or to that between the Iroquois and Eries, on the south side, which drove those two tribes into their confederacy? Or to that indefinite period alluded to by Little Turtle, in his great speech at Greenville, which would seem to antedate the discovery by Columbus? Or to the unknown period of time when that mysterious fortification was built across the neck of land between Swan creek and the river, at Toledo?

But as far as we are able to go, verified by historic records, or still further by Indian tradition, we find the account the same. That they were among the foremost tribes in point of bravery, wisdom, skill in war, peace, or the chase, and in fixity of place of abode, and later years agriculture, unexcelled in influence, not only among native tribes, but among the whites—French, English and Americans, with whom they came in contact.

So far as can be traced, they were *the* original “pioneers” of the valley, and occupied it for centuries. Being on the great highway from the lakes, “the three seas that have no end,” as early explorers supposed, to the river that was also supposed to be the route to the “Vermillion Sea,” and then to the Indies, they were, as we have shown, early brought in contact with the

whites, and appear to have been reasonably true to the confidence reposed in them; and their chiefs, from time immemorial, were second in ability to none of their time. The history of this country would be incomplete without some mention of them, and their influence in the settlement of the great territory of the northwest.

Probably no like number of men exerted a larger influence in this valley than Major Stickney, Samuel Allen, Edward Bissell and Chester Walbridge. To them its future prominence and prospects apparently was as plain as noon day sun. Many of their projects for the benefit of the valley—particularly of Toledo—they lived to see realized.

MAJOR BENJAMIN FRANKLIN STICKNEY, came into this valley as early as 1812, not 1816, as supposed. He was Indian agent at Fort Wayne, and took a prominent part in its defence against the Indians, who besieged it in August and September, 1812. From letters found among his papers, it is probable he owed his appointment as such, to the influence of those who stood high in the confidence of President Madison, who evidently wished to placate that old revolutionary hero, General John Stark, to whom Stickney was related, as between Stark and the President there was apparently some difference of opinion.

Major Stickney enjoyed the confidence and esteem not only of the prominent men of his day; as shown by his correspondence, now in possession of his grandson, Benj. F. S. Card, Flint, Michigan, to whom we are indebted for their examination. He also enjoyed the respect of his fellow pioneers in this valley, although many of them were unable to appreciate his so-called visionary schemes in regard to a ship canal, or water route, and in later years, a rail route from the Miami of Lake Erie to the foot of Lake Michigan; as well as a canal to the Ohio, and also a canal and subsequently a railroad from the lake to the Mississippi, and particularly that *the Maumee, or Mi-a-mi, as he pronounced it, would be lined with docks, from the mouth of Swan creek to opposite his farm.* All of these schemes, save one, have already been fully realized, and within the period of a life time.

The exception, a canal or water route from the foot of Lake Michigan to the head of Lake Erie, has already had thousands expended upon the survey, and construction of a harbor, yet visible at Pleasant Bay, Michigan, done under the influence of that state to secure a harbor within its borders. The last Congress made an appropriation for a re-survey of the route. When it is made so that the eastern terminus shall be in this valley, as Major Stickney proposed, basing his opinion upon the Indian knowledge of the route to be followed, the project may be successful.

Major Stickney was a lineal descendent from Benjamin Franklin, after whom he was named, and his father was one of Franklin's legatees, as is evidenced by a receipt on file among his papers, a rare curiosity, bearing date 1794.

He was a queer compound of a man—a bundle of inconsistencies. In many respects his views were of great breadth, and were impressed upon, and commanded the thoughtful consideration of the most eminent men of his time. In other respects he was as narrow as a line. In his religious views, he was to some extent liberal in the extreme. Again he was as bigoted as bigotry itself. He could have disposed of his property in this valley, at one time, and been one of the wealthiest men of his day; but he died on the verge of poverty, being property poor. He professed to believe that a man could live as long as he chose, yet he dropped dead in his tracks. His knowledge of Indian customs, character, habit and dialects, of which he was familiar with more than twenty, was simply remarkable. The series of lectures delivered by him before the Young Men's Association, of Toledo, in 1844 (of which our honored President was at that time also President), upon his "Recollections as Indian Agent among the Indians of this Valley," were among the most interesting exhibits of the real pioneers of the valley, that can possibly be imagined; and deserved a more prominent record than was given them. Were they now in existence, their worth to the records of this Association would be invaluable.

Major Stickney lived for many years in a log house upon his farm, which extended nearly a mile along on the bank of the river, at Toledo. This gave way to the first brick house built in Port Lawrence township, and perhaps Lucas county—quite a pretentious structure—situated about the northeast corner of Summit and Bush streets, and stood until about 1852, when it also gave way to a more modern building, erected by the late Hon. D. O. Morton. A portion of the brick in the Stickney mansion were put into Stickney Hall, built by Judge Dunlap, and for many years the only regular place for theatrical amusements in Toledo.

SAMUEL ALLEN.—It is a matter of regret that the data is so incomplete that even a brief reference to this remarkable man—the first proprietor of Vistula, or lower Toledo—can not now be satisfactorily made—all his private records having been destroyed or lost. A man of great breadth of thought and comprehension, his most sanguine views as to the future of Toledo have been largely realized; but like most men of his type, he failed to reap pecuniarily, the result to which he was fairly entitled.

EDWARD BISSELL, was born at East Windsor, Vermont, in 1797. In 1828 he moved to Lockport, New York, and to Toledo, or then Vistula, in 1833. Recognizing the future importance of his location, he entered actively into the development of the large interests which he acquired in this vicinity. He erected the first mill, established the first store, built one of the first warehouses, operated the first bank, projected and practically built and controlled the Erie and Kalamazoo railroad; stood firm, amid many discouragements, to his faith in the future of the valley, and in spite of many reverses, carried through to success most of his enterprises. He lived to see many of his anticipations, as to Toledo and its vicinity, fully realized, and at his death, which occurred in 1860, left a large estate as the fruit of his foresight and energy. Toledo owes to him as much, if not more, than to any other person who has lived within its borders.

CHESTER WALBRIDGE, was born August 8, 1790, and came to Port Lawrence from Columbus, Ohio, June 3, 1834, and on the 5th moved to the village of Vistula, where he at once engaged in all the enterprises of the day. He was intimately associated with Samuel Allen and Edward Bissell, and much of the time acted as a mediator in the numerous business speculations and legal struggles between those two men. He bought a saw mill from Bissell, which, notwithstanding he at one time put four bushels of *potatoes* into the boiler to raise steam, was almost constantly run at a loss; owing to lack of help and depression in business caused by cholera, ague and prevailing diseases. He was active and energetic in promoting the early growth of Toledo and neighboring towns; in all of which he appears to have been largely interested—extending his purchases and even personal visits to western Michigan, Illinois, Wisconsin; and, in one instance, with Palmer, Comstock, Daniels, Bissell, Keeler, Potter, Berdan, and Greeley, concluded to purchase the Falls of St. Anthony, where Minneapolis now stands. He erected many buildings in Toledo for dwellings and business purposes, some of which are yet standing.

His record of the difficulties and discouragements; many reminiscences of Toledo and prominent men; of experience with cholera; his own ill health; of the Toledo war; the pomp and circumstance displayed in that eventful time; the arrival and departure of prominent citizens, steamers and vessels; the real estate transactions; losses and gains, is a rare pen picture of the days and scenes in which he bore an active part. And yet, in the midst of the many and sore trials he does not appear to have lost heart or faith in any enterprise in which he was engaged.

As with his associates, reverses of fortune overtook him, and he failed to realize his expectations in the valley. He died near Washington, D. C., November 22d, 1860, at the residence of his son Hiram.

Of his children, Hiram, one of the first school teachers in the valley, afterwards became a distinguished member of Congress from New York. Horace and Heman live among us, and are well known to you all.

MAJOR COLEMAN I. KEELER was a fellow pioneer with Major Stickney, coming into the valley in 1818, and settled upon, probably, the first or second entry of public land made in afterward Lucas county. For some years there were only three other families within several miles: Major Stickney, on the river, William Sibley, on Sibley's creek, and Eli Hubbard, on Swan creek. Major Keeler's family was large, and his supply of ready money small, but being possessed of a strong will and great energy, he at once set about making a home for his wife and children. He built a log house on the old territorial road—then a mere Indian trail—on the land long known as the "Keeler farm," which stood until within a few years since. His last dollar was spent to get lumber for its roof. Watch, jewelry and valuables were sold piece by piece, to make good his loss of cattle, by murrain, and to get absolute necessities of life. Only those who have endured such hardships and privations, as pioneers do, in clearing a farm in the woods, can appreciate them, especially when there were no labor-saving implements as now. The first hogs got by Major Keeler were driven from Maumee, fattened on shares, and half driven back again through the dense woods. The wolves were so numerous that the girls of the family kept watch of the pig pens during the day, while the boys were at work—barefooted, dragging the partially cleared ground, which had only been cut with a brush hook. Black flies and mosquitoes were so numerous, that thick veils were worn as a protection. Bitter sorrow came the first year, the climax being the death of the wife and mother of the family. Unable to procure help, Major Keeler started alone to dig a suitable grave, when, fortunately, he met Eli Hubbard, who, taking the spade, performed the sad office, which act was the basis of a friendship lasting until death separated them. Mrs. Keeler was, probably, the first person buried, in now Collingwood cemetery, near the Ten Mile creek school house before mentioned. The funeral procession was obliged to cross the creek on a log.

Many years after Major Keeler's arrival, the Indians were inclined to be troublesome, but with him they were always friendly. He was welcome to their wigwams, and they were welcome at his house.

Often, one or more Indians would be found in the morning, lying on the floor near the fire place, having come in quietly during the night. This friendship lasted until the tribes were moved west. Some years afterward a party of these Indians *en route* from the west to Washington, stopped at Major Keeler's house to see their old friend, and received a hearty welcome.

For years Maumee was the nearest place to buy goods, and Monroe, which took a three days' journey, was the only place where grists could be ground. To cross the creek in winter, with unshod oxen, a "rough way" or "bridge" was prepared over night, by spreading ashes on the ice.

It is true the early pioneers had their hardships, but they had their share of enjoyment. Major Keeler and his neighbors—if those miles apart can be called neighbors—generally met at John T. Baldwin's, at the mouth of Swan creek, for dancing. When the dance was over, the "crack" yoke of oxen was brought to the door. After "loading up" the sled, the impatient animals would start on the run over the rough and crooked road through the woods, for home.

Few people of this day can realize the trials of such early pioneers, and few are now left to relate them. We only judge by what we see to-day. As population increases comforts follow, and we are apt to forget what was encountered by even our nearest predecessors in the valley.

SAMUEL I. KEELER, father of Salmon H. Keeler, came to the mouth of Swan creek, now Toledo, about 1830, in the schooner Eagle, and located about opposite the farm of Major Keeler, where he built the largest and most pretentious log house in that vicinity, which remained standing until it was removed to make room for a more modern structure. We have referred to this house as being the place where the first Presbyterian religious services in Port Lawrence township was held, conducted occasionally by Rev. Mr. Smith, from Maumee, and Rev. Mr. Lawrence, from Monroe.

DANIEL R. STEBBINS came to Maumee in 1835, where he remained until about 1853, when he removed to Toledo. During this period, following the bent of his early life, he was engaged as an engineer upon some of the then finest steamers on the lakes—Wolcott, General Harrison, Indiana, Alabama and Southern Michigan. He was one of the builders and owners, and, at the time, chief engineer of the ill-fated Griffith, which was burned on Lake Erie, a few miles below Cleveland, in June, 1850, by which disaster Captain Roby, commander of the steamer, his wife, daughter, mother-in-law—Mrs.

Wilkinson—Miss Alice Champion, all residents of Maumee, Horace Palmer, manager of the telegraph office at Toledo, and over two hundred others, perished. Mr. Stebbins escaped, but with ruined health and impaired fortune. He died in 1874.

CLARK H. RYDER was another prominent character in the early days of the valley. He came to Toledo in 1835. For a time he kept the Mansion, afterward the Franklin House. The travelers' register, now in possession of his daughter, Mrs. Joel W. Kelsey, is a curious and interesting record of the names of visitors and residents of those days, as well as the arrival and departure of steamers. Mr. Ryder was afterwards proprietor of the Ohio, Indiana and Toledo hotels. While keeping the latter, an episode occurred not "greatly to the credit" of the embryo city. It was of Mr. Ryder that a guest enquired the most direct route to Monroe, and received the reply to "take and follow the most traveled road," which owing to prevailing sickness and a slight but unnoticed divergence, brought him very soon to the cemetery gates. The naturally frightened traveler returned to the hotel for more explicit directions, when a boy named James Conlisk, afterward well-known to citizens of the valley, was sent to keep him in the right road until past the silent city, whence the traveler pursued his way; and, returning the following day, shook the dust of the city from off his feet. His name has passed out of mind, but the incident remains as a reminiscence of early days in Toledo.

Mr. Ryder was the first Deputy Sheriff of Lucas county. He was also the first Canal Collector at Toledo. As an active politician, a member of the Democratic party, his voice and management was heard and felt in every convention of that party. Remembrance of boyhood days, brings vividly to mind a characteristic red-hot convention for nominating county officers, wherein Mr. Ryder bore a conspicuous part. The result was unsatisfactory to a large portion, who threatened a bolt. Quickly realizing the situation, he offered what afterward became a famous resolution, namely: "Resolved, that the best test of Democracy is an unscratched ticket." The thundering "aye" by which it was adopted, proclaimed a peaceful settlement of differences, and the result of the ensuing election showed the influence of his action.

WILLIAM E. PARMELEE came into this valley at an early date, and settled in now Fulton county, in the organization of which he bore a conspicuous part, and of which he was one of the first associate justices, and for many years a justice of the peace. He moved to Toledo in 1854. Judge Parmelee was an original and earnest anti-slavery man,

when to be such was to jeopardize personal popularity, and almost safety. He was a conductor on the so-called under ground railroad of those days. He was also an active and energetic worker in the cause of temperance all his life. During his last years he was an invalid, and died at Toledo in 1877.

JAMES MYERS was one of the prominent citizens of this valley, and was largely identified with its growth. He came to Toledo from Schenectady, N. Y., about 1836, and became interested in a contract for building the canal. He was also one of the early forwarding and commission merchants, being one of the firm of Andrew Palmer & Co. He took an active part in the politics of the day, and held several responsible public offices—County Clerk, member of both houses of the State Legislature, and for two terms Lieutenant Governor of Ohio. His foresight of the future prominence of Toledo induced him to become largely interested in property there, and in the prosperity of which he always manifested a lively interest. Subsequent events proved the wisdom of his action, and at the time of his death, in 1864, his estate ranked among the largest in the city.

Of commanding presence and dignity, he was a marked man among the foremost of his associates. Of great force of character, his influence was felt on every hand. His kindness of disposition was a characteristic, and was manifested in various ways, unknown save only to those upon whom they were bestowed. Personal experience when a boy, made a vivid impression upon my mind, and created a great respect for the man and his memory.

LYMAN PARCHER was a native of Vermont, and came to Crawford county, Ohio, when a boy. In 1832 he moved to Swanton, Lucas county, with his wife and two children, having a hard struggle through the so-called "Black Swamp" *en route*. Being before the days of bridges, he was obliged to ford the river at the "foot of the rapids." He entered a tract of 640 acres of prairie land, built a log house, yet standing, and begun farming. He afterward bought 320 acres of land in Pike township, now Fulton county, afterwards known as Parcher's corners, and made strenuous efforts to retain the county seat there. Its removal to Wauseon materially changed his prospects. He afterward moved to Maumee, thence came to Toledo in 1860, and died in 1864. Mr. Parcher was an active politician—an ardent Whig, —subsequently Republican, and was always prominent in party management. He was Treasurer of Lucas county for two terms, and also a member of the Legislature. A man of warm heart, kind disposition, and a firm friend.

And so, my friends, I have told you a story of tradition, of record, and of personal experience of some of the pioneers of the beautiful valley of the Mi-a-mi of Lake Erie.

With thanks, warm and earnest, to those who were interested in, and furnished much of, the material for this paper, and also hearty thanks to you who have patiently listened to what I have laid before you, and with a word personal, I am done.

It was no light duty you devolved upon me. To follow a NAVARRE, whose whole life was a reminiscence of the valley; or a HUNT, one of the first, if not the first child of American parentage born on the river; or a DUNLAP or a COOK, both closely identified with rival settlements on its banks; or a POTTER, the father of our cheap postage system, to whom we owe more than a debt of gratitude; or a WAITE, the honored Chief Justice of the Supreme Court of the United States, many of whose years were spent in our midst, and whom we revere and delight to honor, was no easy task.

I have sought to preserve individual recollections—rapidly passing out of mind. Also to bring within reach, records not often in hand, rather than write an elaborate essay.

The result which I bring you to-day, is largely due to yourselves. Each has contributed directly or indirectly some story, or reminiscence of family or kindred, or pointed out a way or place to find it. In this way I have gathered a pearl here and there, and woven them into a chaplet, worthy, I trust, the pioneers who have gone before us. I have dug a gem here and there out of individual possession, and “massed them together as a jeweler masses diamonds, and makes a cluster of extreme brilliance, since each lends the other light without diminishing its own.”



